



Note the padded armrest on the right. There is a similar one on the left.

First Impressions

I am at the Lange Factory today to test fly the Antares and to determine if I will convert my option on an Antares into a deposit. My guide and tutor for the day is Ola Roer Thorsen, a factory engineer who has contributed to the Antares project in many areas, including the control

system and test flights. After Ola gives me a tutorial on the propulsion system and other unusual features, he and I enter the hangar to see the real Antares. If the propeller were retracted I would undoubtedly notice the beautiful wings with their elliptically curved leading edges, or the large, uncluttered cockpit. But as I walk in the hangar the propeller is out and I register surprise, like the time I saw a glider launched by a pterodactyl. Okay, it was the Flintstones, but you get the idea.

The propeller has a two meter span with the bottom of the arc about 6 inches above the fuselage, making it look even larger. In spite of the propeller's size, the propulsion system is clean and simple. The blades attach directly to the brushless electric motor, a cylinder about eight inches long and eight inches in diameter. All of this stows neatly, and with this distraction out of the way I can focus on the cockpit.

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